Flight
Intermediate
Jet
BI-05S
IFT/OFT
Mission

Basic Instruments

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

BI-05S

- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Safety**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

CNATRAINST 1542.159

BI-05S

Brief:
- a. QOD
- b. Main ADI failure
- c. NGS/GINA malfunctions
- d. Turn and slip failure
- e. HSI failure
- f. Multi-function display failure (T-45C only)

Introduce:
- a. Level speed change ½ SRT
- b. Stall series
- c. Partial panel

Practice:
- a. Brief preparation
- b. IFR clearances
- c. Instrument checks
- d. Instrument communications
- e. ITO
- f. SID
- g. Turn pattern
- h. Level speed changes
- i. ½ standard rate turn
- j. Standard rate turn
- k. TACAN/VOR DME approach
- l. S-1 pattern
- m. S-3 pattern
- n. Penetration checklist
- o. PAR approach
- p. Missed approach
- q. Extra approach (if time permits)

	VT-7	**VT-9**
DEPARTURE:	**UNION 19R**	**PINEHILL Rwy 19R**
ARRIVAL:	**HI TACAN B MEI PAR 19R NMM**	**HI TACAN B MEI PAR 19R NMM**

ADMIN

BI-05S

- **BRIEF**
- **QOD**
  - NATOPS
  - EP
  - SOP
- **Main ADI failure**
- **NGS/GINA malfunctions**
- **Turn and slip failure**
- **HSI failure**
- **Multi-function display failure (T-45C only)**

Conduct

BI-05S

- **Introduce**
  - **Level speed change ½ SRT**
  - **Stall series**
  - **Partial Panel**

BI-05S

Conduct

- **Practice**
  - **Brief preparation**
  - **IFR clearances**
  - **Instrument checks**
  - **Instrument communications**
  - **ITO**
  - **SID**
    - **VT-7: Union 19R / VT-9: Pine Hill 19R**
  - **Turn Pattern**
  - **Level speed changes**

BI-05S

Conduct

- ½ standard rate turn
- Standard rate turn
- TACAN/VOR DME approach
  - MEI HI-TAC B
- S-1 Pattern
- S-3 Pattern
- Penetration checklist
- PAR approach
  - NMM Radar Approach Mins
- Missed approach
- Extra approach (if time permits)

Overview

BI-05S

- **Recap Mission (Overall flow)**

- **VT-7**
  - **Union 19R**
  - **MEI HI-TACAN B**
  - **NMM PAR 19R**

VT-9

Pine Hill 19R

MEI HI-TACAN B

NMM PAR 19R

- **Questions???**

STANDARD DEBRIEFING FORMAT

BI-05S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned